









1588-9 (1588-9)







## PUBLIC COMPANIES

## HUMPHREYS &amp; CO. LIMITED

**THE SHARE CERTIFICATE No. 3117** for One Hundred Shares NUMBERED 79,801/79,802 inclusive, standing in the name of HO YAI SANG, of Hongkong, having been LOST, Notice is hereby given that unless the said Certificate is produced at the Office of the Company, 38 and 40, Queen's Road Central, Hongkong, on or before the 8th April, 1901, the said Certificate for the said Shares will be issued and the Old Certificate will thereafter be held by the Company as null and void.

**JOHN D. HUMPHREYS & SON,**  
General Managers.  
Hongkong, 8th March, 1901. [181]

## GREEN ISLAND CEMENT COMPANY, LIMITED

**THE TWELFTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS** in the Company will be held at the Company's Office, No. 14, Des Voeux Road, Victoria, on **SATURDAY, the 13th April, 1901, at 11 o'clock a.m.** for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1900, and of electing a Committee of Management and Auditors.

**THE TRANSFER BOOKS** of the Company will be CLOSED from the 6th to the 18th April, both days inclusive.

**SHEWAN, TOMES & CO.,**  
General Managers.  
Hongkong, 2nd April, 1901. [926]

## THE CHINA BORNEO COMPANY, LIMITED

## NOTICE TO SHAREHOLDERS

**THE SECOND ORDINARY YEARLY MEETING OF SHAREHOLDERS** in the above Company will be held at the Office of the Company, No. 4, Queen's Buildings, on **SATURDAY, the 13th day of April, at 12 o'clock (noon)** for the purpose of receiving a Statement of Accounts for the year ending 31st December, 1900, and the Report of the Managing and General Committee, and of electing a Committee and Auditor.

**THE TRANSFER BOOKS** of the Company will be CLOSED from the 30th March to the 13th April, both days inclusive.

**J. WHEBLEY,**  
Manager.  
Hongkong, 27th March, 1901. [874]

## OLIVERS' FREEHOLD MINES, LIMITED

## NOTICE

**THE FIFTH ANNUAL GENERAL MEETING OF SHAREHOLDERS** of the above Company will be held at the Registered Office of the Company, 38 and 40, Queen's Road Central, on **TUESDAY, the 16th April, at noon**, for the purpose of receiving a Statement of Accounts for the year ending 31st December, 1900, and of electing a Committee and Auditor.

**JOHN D. HUMPHREYS & SON,**  
General Managers.  
Hongkong, 1st April, 1901. [913]

## BANK HOLIDAY

**IN accordance with the provisions of Ordinance No. 6 of 1875** the undermentioned Banks will be CLOSED for the transaction of Public Business **TODAY (EASTER MONDAY), the 8th instant** respectively.

For the **CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.**

**T. P. COCHRANE,**  
Manager, Hongkong.

For the **HONGKONG & SHANGHAI BANKING CORPORATION.**

**T. JACKSON,**  
Chief Manager.

For the **MERCHANTS BANK OF CHINA, LIMITED.**

**GEO. W. F. PLAYFAIR,**  
Chief Manager.

For the **MERCHANTS BANK OF INDIA, LIMITED.**

**JOHN THURBURN,**  
Manager, Hongkong.

For the **BANQUE DE L'INDO-CHINE.**

**L. BERENDOAGUE,**  
Acting Manager.

For the **BANK OF CHINA & JAPAN, LIMITED.**

**J. D. BENTONDAHL,**  
Manager.

For the **YOKOHAMA SPECIE BANK, LIMITED.**

**YASUO HODOSHIMI,**  
Manager.

For the **IMPERIAL BANK OF CHINA.**

**E. W. RITTER,**  
Manager.

For the **DEUTSCH-ASIATISCHER BANK.**

**H. SCHOTTLANDER,**  
Acting Manager.

Hongkong, 2nd April, 1901. [925]

## INSURANCE HOLIDAY

**THE Undermentioned Insurance Offices** will be CLOSED for the transaction of Public Business **TODAY (EASTER MONDAY), the 8th inst.**

**JARDINE, MATHESON & CO.,**  
General Agents.

**CANTON INSURANCE OFFICE, LIMITED.**

**General Manager.**

**HONGKONG FIRE INSURANCE CO., LD.**

For the **UNION INSURANCE SOCIETY OF**

**CANTON, LIMITED.**

**W. J. SAUNDERS,**  
Secretary.

For the **NORTH CHINA INSURANCE CO.,**

**LIMITED.**

**W. H. PERCIVAL,**  
Agent.

For the **CHINA TRADING INSURANCE**

## TO LET

## OFFICES TO LET

**2ND FLOOR** of Nos. 62A and 64, **QUEEN'S ROAD CENTRAL.**

Apply to—  
**ON CHAI & CO.,**  
2nd Floor No. 52, Gage Street,  
Hongkong, 16th January, 1901. [234]

## TO LET

**"STILLINGFLEET" PEAK ROAD.**

**8 ROOMED HOUSE** from 1st May.

Apply to—  
**ABBATOON V. APCAR & CO.,**  
Hongkong, 14th March, 1901. [741]

## TO LET

**NOS. 2 & 5, RICHMOND TERRACE—**

Immediate Possession.

Apply to—  
**LAU CHU PAK,**  
Care of A. S. Watson & Co., Ltd.,  
Hongkong, 2nd April, 1901. [612]

## TO LET

**COMMODIOUS GODOWN** on First Floor

in Duddell Street.

Also, **"THE EYRIE,"** a spacious

and grandly situated bungalow at Peak.

For Particulars apply to—  
**B. C. WILCOX,**  
8, Beaconsfield Arcade,  
Hongkong, 3rd April, 1901. [833]

## TO LET

**POSSESSION APRIL 1ST.**

**NO. 1, STEWART TERRACE.**

Apply to—  
**J. W. NOBLE,**  
Hongkong, 6th March, 1901. [661]

## TO LET

**IMMEDIATE POSSESSION, a SMALL GO-**

**DOWN, situation Central.**

Apply to—  
**P. O. BOX,**  
No. 65,  
Hongkong, 2nd April, 1901. [929]

## TO LET

**WITH IMMEDIATE POSSESSION.**

**NO. 9, SEYMOUR ROAD.**

Apply to—  
**S. B.,**  
Care of Daily Press Office,  
Hongkong, 14th March, 1901. [740]

## TO LET

**NO. 1, KNITSFORD TERRACE,**

Kowloon.

Apply to—  
**THE HONGKONG LAND INVEST-**

**MENT & AGENCY CO., LD.**  
Hongkong, 30th March, 1901. [898]

## TO LET

**HOUSE at MOUNT KELLET SPUR,**

now in occupation of H. MATHESON

**BROWN, Esq.**

Apply to—  
**LINSTEAD & DAVIS,**  
Hongkong, 27th March, 1901. [876]

## TO LET

**TWO VERY spacious and well ventilated**

**RESIDENCES with GARDENS and TENNIS**

**LAWNS, each containing 6 ROOMS, BATH-**

**ROOMS and OUTHOUSES, in MACDONNELL**

**ROAD, on Island Lot No. 1,509.**

Apply to—  
**TANG LAP TING,**  
No. 18, Queen Street, Hongkong,  
or to  
**MOK MAN CHEUNG,**  
Butcherfield & Swire,  
Hongkong, 18th March, 1901. [792]

## TO LET

**FROM 1st APRIL, 1901.**

Apply to—  
**G. C. ANDERSON,**  
20, Des Voeux Road,  
Hongkong, 15th March, 1901. [756]

## TO LET

**(From 1st April next).**

**TWO SPACIOUS GODOWNS, with**

**UPPER FLOORS for Dry Goods, Nos. 1**

**and 2, facing the Sea, and Situated at BEL-**

**CHER'S BAY on M. Lot 243.**

Apply to—  
**JOSEPH & CO.,**  
1, Duddell Street,  
Hongkong, 26th March, 1901. [865]

## TO LET

**A HOUSE in RIFON TERRACE.**

Apply to—  
**THE HONGKONG LAND INVEST-**

**MENT & AGENCY CO., LD.**  
Hongkong, 18th March, 1901. [66]

## BOARD AND RESIDENCE

**MRS. GILLANDERS**

**"GLENWOOD,"**

**21, CAINE ROAD.**

Hongkong, 20th September, 1900. [869]

## BOARD AND RESIDENCE

**COMFORTABLY FURNISHED**

**ROOMS, with Board.**

Apply to Mrs. MATHER,  
2, Pedder's Hill,  
Hongkong, 1st January, 1892.

## BOARD AND RESIDENCE

**MRS. SIDNEY JEFFREY,**

**"VERTIS,"**

**BEACH ROAD WEST,**

**FELLSHOLME, SUFFOLK,**

**ENGLAND.**

Hongkong, 26th August, 1900. [73]

**POHOMULL BROTHERS,**

**37 & 39, QUEEN'S ROAD CENTRAL,**

**WHOLESALE AND RETAIL**

**IMPORTERS AND EXPORTERS.**

Have for Sale,  
**INDIAN, Chinese and Japanese Silk Goods**

**for Ladies and Gentlemen, and other Articles.**

**Ornamental Embroidery, Bags and Carpets,**

**Jewelry, Cashmere Shawls, Ivory, Sandalwood**

**and Tortoise-shell Wares, Curiosities and Fancy**

**Goods.**

**DISPATCHES BY SPECIALIZED.**

**Hongkong, 8th November, 1900. [27]**

## THE LOSS OF THE "CITY OF RIO"

San Francisco papers to hand contain full particulars, extending over many pages, of the disaster to the *City of Rio*. We reproduce from the San Francisco Chronicle the pilot's account of the affair.

Captain Frederick W. Jordan, the pilot, who was in charge of the *Rio de Janeiro* when she went on the reef and sank, is a man a little past middle life, and has been a master mariner on this coast for over twenty years. He came from the Atlantic coast. Previous to being appointed a pilot about twelve years ago Jordan was in command of the *Wellington, Bristol*, and other colliers still plying between the port and Puget Sound. He was a remarkably successful navigator and has never had any notable misfortune. In fact, according to his close friends, Jordan has never met with mishap before. His career as pilot has likewise been creditable, and, like the other nineteen pilots of the port of San Francisco, he has on many occasions guided large vessels into port when the conditions were no more favourable than those which brought disaster to the *Rio de Janeiro* and her helpless passengers. He declares that the loss of the steamer could not have been foreseen. According to his story the vessel drifted half a mile broadside in the fog that enveloped the home-bound steamer like a pall, and no man could have judged either the direction or the velocity of the invisible current that changed her course and sent her on the Fort Point ledge. It is the general opinion of other master mariners, however, that Captain Jordan will lose his commission as a pilot when the customary investigation is made. Pilot Jordan's story is as follows:—

"The loss of the *Rio* I attribute entirely to the tide, which carried the steamer. I should estimate, half a mile out of her course to Fort Point ledge. This ledge is in a north-westerly direction from Fort Point, and the water there just off the ledge is thirty-five fathoms deep. I had gone out on Monday in the pilot boat *America*, later going aboard the *Gracie S.*, from which I boarded the *Rio de Janeiro* at 5 o'clock on Thursday evening. The weather was thick off the harbor, where the steamer anchored for the night, about four miles in a direct line from the Cliff House. The fog continued all night until 4 o'clock this morning, when Captain Ward and I decided to bring the steamer into port. There is absolutely no truth in the report that there was a difference of opinion between us as to whether the *Rio* should be brought in. We were of the same opinion throughout. It was obviously advisable to come inside, for shortly after 4 o'clock both Point Bonita and Fort Point were visible to us. There was a strong ebb tide, running perhaps six miles an hour, and we were in the centre of the channel, having started up at 4.30 o'clock. On the bridge with me were Captain Ward and the chief officer, second officer, and two quarter-masters. The steamer was running at half speed, or making about four miles an hour against the tide, when suddenly, at about 5 o'clock, a thick bank of fog came down upon us, which we passed through. Immediately afterwards the steamer ran into a dense bank, which had come down suddenly, and this made us entirely helpless. We were then in the middle of the channel, and before the fog enveloped us I had taken bearings from Point Bonita light. There was nothing to do after the fog settled but try to keep in the channel and hold our course.

"Twenty minutes after our vision had been cut off by the dense fog, the steamer struck and slid up on a ledge with terrific force. The shock was so pronounced that I knew that great damage had been done to the six masts. Captain Ward immediately turned to me and asked, 'What shall we do now, Captain?'

"'Get out all the boats immediately,' I replied, and he jumped down to the deck to direct their launching. His orders were given coolly, but with a loud voice. There was no braver man during the terrible few minutes that followed than Captain Ward. The other officers on the bridge left when I did, which was almost at the same time as Captain Ward. The captain was here, there, and everywhere about the decks, rousing passengers and getting them out of their rooms, and hurrying up the boats. I went aft to the doctor's boat, on the port quarter, and found that it had just been launched, under the direction of the surgeon, Dr. O'Neill. He and all the officers and crew behaved admirably. There is absolutely no fault to be found with the actions of any man who was connected with the *Rio*. The discipline under the circumstances was perfect, but the emergency was great, and intense excitement prevailed among many persons.

"I stopped where the doctor's boat had been launched, and a man asked me to help save his wife and child. I have since been told that he was Consul General Wildman, from Hongkong. The woman was in great distress. She had her little son, about 7 years old, with her. A rope ladder extended over the side to the small boat, and I succeeded in getting the woman down the ladder. The husband was looking out for himself. Lifting up the little boy, I placed his arms around my neck and told him to hold fast, and then started down the ladder. This was perhaps fifteen minutes after we struck. The steamer had

already tilted considerably, and was listed strongly to port.

"When I was half-way down the ladder everything seemed to drop downward and my hold on the ladder was broken. I must have been carried down at least fifty feet and was almost stunned. The little boy was wrenched from me and I never saw him again. When I came to the surface I could see nothing, and it was hard to realise that I was not in a dream. Everything was obscure in my mind. I was struggling to keep above water, when I felt something touch my side. It proved to be a plank about six feet long and six inches wide, evidently a piece of wreckage. I seized it, and a moment later a canvas mail pouch, supported by the air inside, came within reach, and this aided me in keeping up. I drifted for a long time, when a portion of a deck-house, with a Chinese clinging to the top, floated past. I shouted to him to help me, but he appeared to be exhausted. Getting hold of another plank, I fastened them by means of a projecting nail and succeeded in reaching the Chinese, who hauled me within reach of the wrecked deck-house. Altogether I had been in the water and on the piece of wreckage about three hours, when a fishing-boat came by and took us off, landing us at Meigs's wharf."

At the coroner's inquest held on the bodies of eleven victims of the disaster, the following verdict was returned in each case:—"We, the jury, find that the said person came to his death in the Pacific Ocean on the 22nd day of February, 1901, through asphyxiation from submersion, caused by criminal negligence on the part of both Captain Ward and Pilot Jordan, and we most strenuously censure the Pacific Mail Steamship Company for employing incompetent Chinese crews for saving human lives."

In addition to the above verdict the jury issued the following to the Press:—"We, the jury, extend our heartiest good-will to Graham Coghlan, second officer of the wrecked *Rio*, for his heroic actions and conduct during the terrible disaster."

Regarding the position of the Wildmans when the survivors left and their probable fate accounts differ.

William Brander, one of the surviving cabin passengers, gives the clearest account. He says that when he was on deck he saw Wildman, with his wife and children, and their nurse, looking over the side into the boat manned by Dr. O'Neill, which was filling with water and could not be cleared at the time. Later he saw Captain Ward take Mrs. Wildman and the nurse to the port side, across the vessel, and put them into another boat. Then Brander jumped and saw no more of them.

This account is corroborated by Philip Mussenblatt, although the two stories differ in some details. Mussenblatt says that just before he left the ship he saw the captain trying to persuade Mrs. Wildman to enter one of the boats. She was crying for her children and the captain was trying the persuade her that they would be saved. He says that she was finally started for the boat, but had descended only two steps of the ladder when the vessel gave a lurch and sank. From these two accounts it would seem that the family was separated in death. Mrs. Kate West, who, when the ship first struck, heard Wildman in his stateroom trying to reassure his frightened family, saw the masts fall and strike the first mate's boat, which is thought to be the one in which Mrs. Wildman was trying to embark.

**CARTRIDGES! CARTRIDGES!!**

**JUST LANDED A NEW STOCK OF**

**ELEY'S AND KYNOC'S SPORT-**

**ING CARTRIDGES AND NEWCASTLE**

**CHILLED SHOT.**

**20 BORE CARTRIDGES.**

16 " " "

12 " " "

10 " " "

8 " " "

Wm. SCHMIDT & CO.,  
Gunsmiths.  
Hongkong, 3rd January, 1901. [1213]

**AMERICAN SYSTEM**

**DENTISTRY**

**AT**

**NO. 39, QUEEN'S ROAD CENTRAL.**

**CHADWICK KEW**  
(LATE OF ROSS & NOBLE).  
Hongkong, 18th September, 1899. [759]

**CARMICHAEL & BARLOW,**

**CONSULTING ENGINEERS, SURVEYORS, AND**

**CONTRACTORS.**

**QUEEN'S BUILDINGS.**

**DESIGNS and Specifications** prepared for any class of Steamships. Launches and light-draught vessels a speciality. Contractors for the supply and erecting of any type of machinery. New work and repairs supervised. New and second hand Launches for Sale. Telegrams, "CELESTE," Hongkong. Telephone, 232.

**H. F. CARMICHAEL,**  
**E. J. BARLOW.**  
Hongkong 1st June, 1899. [1213]

**YEE SANG & CO.,**

**COAL MERCHANTS,**

**have always on hand**

**LARGE STOCKS OF EVERY DESCIP-**

**TION OF COAL.**

Address—Care of Messrs. KWONG SANG & CO.  
No. 144, DES VOEUX ROAD. [883]

**RUINART PERE & FILS, REIMS**

Established 1719.

**CHAMPAGNE GROWERS AND**

**SHIPPERS.**

Ship only the Finest Quality

Extra Dry (Green Seal)

LAUTS, WEGENER & CO.

Sole Agents.

Hongkong, 13th May, 1895. [152]

**SIEN TING &**

**SURGEON DENTIST**

**NO. 10, D'AGUILAR STREET.**

**TERMS VERY MODERATE.**



## SHIPPING.

## ARRIVALS.

April 4, HEBBIONE, British cruiser, 4,500, Cummings, Shanghai 1st April.  
 April 4, PELAYO, British str., Ryan, Langkat 22nd March and Singapore, 20th, Kerosene, ARNOLD, KARNBERG & Co.  
 April 5, CALABIA, Italian cruiser, 2,446, Alberto Cantelli, Shanghai 2nd April.  
 April 5, LOONGMOON, German str., 1,240, Knoop, Shanghai 2nd April, General—STERNSEN & Co.  
 April 5, STRATHOYLE, British str., 3,284, J. R. Gordon, Moji 31st March, General—BUTTERFIELD & SWIRE.  
 April 5, JACOB DIEDERICHSEN, German str., 623, Riecke, Haiphong 2nd, and Hoilow 3rd April, Rice—JENSEN & Co.  
 April 5, TACHOW, German steamer, 882, W. Behr, Bangkok 30th March, General—BUTTERFIELD & SWIRE.  
 April 6, ERANO, British str., 1,127, Keops, Canton 5th April, General—JARDINE, MATHESON & Co.  
 April 6, HINSANO, British str., 6,000, Lake, Samarang 29th March, Sugar—JARDINE, MATHESON & Co.  
 April 6, YUENANG, British str., 1,128, P. H. Rolfe, Manila 3rd April, General—JARDINE, MATHESON & Co.  
 April 5, SABINE RICHMOND, British str., 690, J. K. Nisbet, French Shoal 4th April, Ballast—ARNOLD, KARNBERG & Co.  
 April 5, SUNGIANG, British str., 1,021, Morris, Manila 3rd April, General—BUTTERFIELD & SWIRE.  
 April 6, ANPING MARU, Japanese str., 1,049, Asumi, Foochow 3rd April, General—M. B. KAISHA.  
 April 6, BENNET SIMONS, French str., 2,162, J. Durand, Yokohama 28th March, Mails and General—MESSAGERIES MARITIMES.  
 April 6, HAILAN, French str., 377, Morlees, Pakhoi and Hoilow 4th April, General—A. R. MARTY.  
 April 6, KUTANG, British str., 1,495, Bradley, Hongy 5th April, Coals—JARDINE, MATHESON & Co.  
 April 6, PHRANG, German str., 1,200, A. Calder, Bangkok 31st March, Rice and Wood—MELCHERS & Co.  
 April 7, BOKHIDA, Italian str., 2,303, Costa, Bombay 18th March and Singapore 30th, General—CARLOWITZ & Co.  
 April 7, EVA, German str., 2,082, Chas. Petersen, Kobe 31st March, Flour—ARNOLD, KARNBERG & Co.  
 April 7, EMERALDA, British str., 996, G. H. Blandford, Manila 4th April, General—SHEWAN, TOMES & Co.  
 April 7, HAIRAN, British steamer, 1,183, J. S. Roach, Foochow, Amoy and Swatow 6th April, General—DOUGLAS LARRAIK & Co.  
 April 7, PINGUET, British str., 1,149, Pernell, Seattle, Wash., 1st March and Manila 4th April, Ballast—JARDINE, MATHESON & Co.  
 April 7, TANSBERG, Norw. str., 710, Hans Dahl, Singapore 24th March and Saigon 1st April, Rice—SANDER, WILDER & Co.

## CLEARANCES.

## AT THE HARBOR MASTER'S OFFICE.

## 6th April.

Mosambique, British ship, for Tacoma.  
 Lyceum, German str., for Shanghai.  
 Eang, British str., for Shanghai.  
 Sabine Rickmers, British str., for Swatow.

## DEPARTURES.

April 4, GYMER, British str., for Manila.  
 April 4, CAESUS, German str., for Kobe.  
 April 5, PAOTING, British str., for Canton.  
 April 5, TAMBA MARU, Jap. str., for London.  
 April 5, FOCHOW, British str., for Shanghai.  
 April 5, SVETO, German str., for Hamburg.  
 April 5, KONG BENG, German str., for Swatow.  
 April 5, DEYAWONGSE, Ger. str., for Hoilow.  
 April 5, MACHOW, German str., for Bangkok.  
 April 5, TAIKANG, British str., for Bangkok.  
 April 5, TAIKANG, British str., for Shanghai.  
 April 6, FORTUNA, Russian battleship, for Nagasaki.  
 April 6, HANSA, German cruiser, for Sydney.  
 April 6, BONAT, British str., for London.  
 April 6, CHINOTU, British str., for Sydney.  
 April 6, PIERA C. O. KLAU, Brit. str., for B'koi.  
 April 6, LOONGMOON, British str., for Manila.  
 April 6, HUIKAO, French str., for Hoilow.  
 April 6, BARLEBERG, German str., for Canton.  
 April 6, TAIKANG, British str., for Swatow.  
 April 6, THALES, British str., for Swatow.  
 April 7, LYCEUM, German str., for Shanghai.  
 April 7, ERANO, British str., for Shanghai.  
 April 7, SABINE RICHMOND, British str., for Swatow.

## VESSELS IN DOCK.

ABERDEEN DOCKS.—U.S.S. *La Luzon*, U.S.S. *Bennington*, U.S.S. *Yorktown*, S.M.S. *Hertha*, U.S.S. *Nevar*, S.M.S. *Agawar*, *Hanai*, *Ilies*, *Lung Ting*, *Hanchow*, U.S.S. *Kentucky*, *COMPOLETTA*, DOCK—U.S.S. *Concord*, *Colombo*, *Perla*, *Glenlogie*, *Pedriana*.

## SHIPPING REPORTS.

The British steamer *Emeralda*, from Manila 4th inst., had light N. to N.W. wind and fine weather throughout.  
 The Japanese steamer *Anping Maru*, from Foochow 3rd inst., had dense fog and N.E. moderate breeze all the way.  
 The German steamer *Edu*, from Kobe 31st ult., had heavy weather and light variable winds; thunder the last two days.  
 The British steamer *Sungking*, from Manila 3rd inst., had light to moderate N.E. breeze and fine weather to 30 S.E. of Tamsui; thence to port calm and foggy.  
 The British steamer *Haitan*, from Foochow, Amoy and Swatow 6th inst., had light to fresh N.E. breeze, moderate sea, light sea to Amoy. From Amoy to Swatow light variable winds, smooth sea, dull, foggy weather with occasional light rain showers. From Swatow to port light variable winds, smooth sea, heavy rain squalls, with thunder and lightning. Vessels in Foochow—One Japanese cruiser, in Amoy—*Hanyu*, *Bea*, *Taiwan*, one Russian gunboat, one French cruiser and one Japanese cruiser. In Swatow—*Yikang*, *Kong Beng* and *Mongkut*.

## VESSELS ON THE BERTH

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

THE Company's Steamship

"TARTAR,"

Captain G. D. BOWLES, R.N.R., will leave Hongkong on or about WEDNESDAY, the 1st May, 1901, taking Passengers and Cargo For VICTORIA AND VANCOUVER, B.C. (VIA INLAND SEA, KOBE AND YOKOHAMA).

Making close connection at Vancouver with the Canadian Pacific Railway for all points in Eastern Canada, the United States and Europe.

For Freight or Passage, apply to

D. E. BROWN, General Agent, Hongkong.

Hongkong, 6th April, 1901.

## VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS.

SAIGON, STEAM FOR BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 8th April, 1901, at 1 p.m., the Company's Steamship "ERNEST SIMONS," Captain Darrande, with Mail, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of Call, WITHOUT TRANSITMENT. Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe. Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 7th April. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required. For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 27th March, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

"YUENSANG,"

Captain Rolfe, will be despatched as above TO MORROW, the 9th inst., at 4 p.m. This steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor. For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 3rd April, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TONOR, PORT DARWIN and QUEENSLAND Ports, and taking through Cargo to ADELAIDE, NEW ZEALAND, Tasmania, &c.)

THE Steamship

"AUSTRALIAN,"

Captain P. T. Helms, will be despatched for the above ports on THURSDAY, the 11th of April, at Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. The Steamer is installed throughout with the Electric Light. A Stewardess and a duly qualified Surgeon are carried. N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa. For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 25th March, 1901.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF PEKING (via Shanghai, Kobe, and Honolulu) THURSDAY, Apr. 30, 1901, at Noon.

CHINA (via Shanghai, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, May 25, 1901, at Noon.

(via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, June 18, 1901, at Noon.

Yama and Honolulu

THE Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on THURSDAY, the 30th April, 1901, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 25 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 3rd April, 1901.

## HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

## OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.)

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BAMBERG	HAVRE & HAMBURG	On 11th Freight.
Capt. Jacobs	(London with transshipment in Hamburg)	April.
ASTORIA	NEW YORK	About 4th Freight.
Capt. Ostermann	(via Suez Canal)	May.

For further particulars as to Freight, Passage, etc., apply to

CARLOWITZ & CO.,

HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Hongkong, 5th April, 1901.

## NORTHERN PACIFIC

## STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
GLENOGLE	3,750	W. Frakes	April 11th, at Noon
OLYMPIA	2,837	J. Truebridge	April 25th
TACOMA	2,811	A. Dixon	May 17th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES OF THE UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £32.

Excellent accommodation. First-class Table. Doctor and STEWARDESSE carried.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to New York in 44 days. Magnificent Scenery of the Rocky and CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, £35.

The best route to the KLOONKE GOLD FIELDS—Frequent Sailings from VICTORIA and TACOMA to DREA and ST. MICHAEL.

Rates of Passage to other points on application.

A Special rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to

DODWELL & CO., LIMITED,

General Agents.

Hongkong, 2nd April, 1901.

## PENINSULAR AND ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON, &c.	CHUSAN	Noon, 13th	See Special Advertisement.
	C. L. Daniel	April	
SHANGHAI	COROMANDEL	About 13th	Freight or Passage.
	P. W. Vibert, R.N.B.	April	
MARSEILLES AND LONDON	CANDIA	About 20th	Freight only.
	A. W. Symes, R.N.R.	April	
SHANGHAI AND JAPAN	CEYLON	About 22nd	Freight or Passage.
	W. Hayward, R.N.R.	April	

## PASSENGER SEASON, 1901.

S.S. SOBERAON ... 7,332 tons ... April 27th ... MARSEILLES AND LONDON DIRECT

For Further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 4th April, 1901.

## IMPERIAL GERMAN MAIL LINE.

## NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGAGE.

N.B.—Cargo can be taken on THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS.	SAILING DATES.
KONIG ALBERT	WEDNESDAY ... 17th April
PRINZESS IRENE	WEDNESDAY ... 1st May
PRINZ HEINRICH	WEDNESDAY ... 15th May
PREUSSEN	WEDNESDAY ... 29th May
PREUSSEN (Hamburg-Amerika Linie)	THURSDAY ... 13th June
SACHSEN	THURSDAY ... 27th June
KLAUSCHOU (Hamburg-Amerika Linie)	THURSDAY ... 11th July
DAYERN	THURSDAY ... 25th July
STUTTGART	THURSDAY ... 8th August
KONIG ALBERT	THURSDAY ... 22nd August
PRINZESS IRENE	THURSDAY ... 5th September
PRINZ HEINRICH	THURSDAY ... 19th September
PREUSSEN	THURSDAY ... 2nd October
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY ... 16th October
SACHSEN	WEDNESDAY ... 30th October
KLAUSCHOU (Hamburg-Amerika Linie)	WEDNESDAY ... 13th November
DAYERN	WEDNESDAY ... 27th November

\* Calling at Amsterdam.

ON WEDNESDAY, the 17th day of April, 1901, at Noon, the Steamship "KONIG-ALBERT" of the NORDDEUTSCHER LLOYD, Captain O. Cappers, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 15th April, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 16th April, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 16th April.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 4th April, 1901.

## NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
INABA MARU	KOBE and YOKOHAMA	FRIDAY, 12th April, at DAYLIGHT.
W. Bainbridge	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID.	FRIDAY, 19th April, at DAYLIGHT.
SANUKI MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 19th April, at NOON.
KASUGA MARU	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, KOBE, MOJI and YOKOHAMA	FRIDAY, 19th April, at 4 P.M.
E. W. Haswell	MOJI, KOBE and YOKOHAMA	TUESDAY, 23rd April, at NOON.
IZUMI MARU	KOBE and YOKOHAMA	FRIDAY, 26th April, at DAYLIGHT.
M. J. Gurnow	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE	FRIDAY, 26th April, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN PACIFIC and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Coleridge Street.

A. S. MITHARA, Manager.

Hongkong, 1st April, 1901.

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

## THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—3,000 Tons—10,000 Horse-Power—Speed 18 knots.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

"EMPRESS OF INDIA" ... Comdr. O. P. Marshall, R.N.R. ... WEDNESDAY, 24th April, 1901

"EMPRESS OF JAPAN" ... Comdr. H. Pybus, R.N.R. ... WEDNESDAY, 15th May, 1901

"EMPRESS OF CHINA" ... Comdr. R. Archibald, R.N.R. ... WEDNESDAY, 5th June, 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which have daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 8, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.



VESSELS ON THE BERTH.  
OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS	DUE
GLASGOW	ULYSSES	On 11th April.
GLASGOW and LIVERPOOL	CALORAS	On 20th April.
GLASGOW and LIVERPOOL	DANDANUS	On 2nd May.
FOR	STEAMERS	TO SAIL
LONDON	IDOMENEUS	On 16th April.
LONDON	AGAMEMNON	On 23rd April.
LONDON	AXAX	On 30th April.
LIVERPOOL, direct	TANTALUS	On 15th April.

Butterfield & Swire,  
AGENTS O. S. S. Co. [15]  
Hongkong, 4th April, 1901.

CHINA NAVIGATION CO.,  
LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	CHIHI	On 8th April.
SHANGHAI	WHAMPOA	On 9th April.
SHANGHAI	WOOSUNG	On 9th April.
THURSDAY ISLAND, COOK, TOWN, TOWNVILLE, BRISBANE, SYDNEY and MELBOURNE	TAIWAN	On 9th April.
MANILA via AMOY	SUNGKANG	On 10th April.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,  
AGENTS. [15]  
Hongkong, 2nd April, 1901.

THE OSAKA SHOSHEN KAISHA,  
LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship  
"ANPING MARU,"  
Captain E. Atami, will be despatched for the above ports on WEDNESDAY, the 10th April, at DAYLIGHT.  
For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.  
Hongkong, 27th March, 1901. [19]

NAVIGAZIONE GENERALE ITALIANA  
(TORINO AND RAVENNA UNITED COMPANIES)

STEAM FOR SINGAPORE, PENANG AND BOMBAY.

Having connection with Company's Mail Steamers to ADEN, SUER, PORT SAID, MESSINA, NAPLES, LIGORIO and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LIGURIAN and SOUTH AMERICAN PORTS up to CALTA.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

## THE Steamship

"BORMIDA"

will be despatched at 10 AM on THURSDAY, the 11th inst., at Noon.  
At Bombay the steamer is discharging in Victoria Dock.  
For further particulars regarding Freight and Passage, apply to—

CARLOWITZ & CO.,  
Agents.  
Hongkong, 2nd April, 1901. [7]

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, OCEAN, AUSTRALIA, INDIA, ADEN, SUEZ, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

## THE Steamship

"ORUSAN"

Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this office on SATURDAY, the 13th April, at Noon, taking passengers and cargo for the above ports.

Silk and Valuable, all cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to—

H. A. RITCHIE,  
Superintendent.  
Hongkong, 1st April, 1901. [1]

## NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour—

ADOLPH OBERG, American ship, Amesbury—Standard Oil Co.  
COLONIES, British steamer—Doddwell & Co. Limited.  
SEA WITCH, American ship, Howes—Master.  
LOUISE J. KENNY, Amr. sch., A. H. Olsen—Master.  
CLAYBURN, British ship, J. Barker—Doddwell & Co. Ltd.  
PRESIDENT, British bark, R. B. Munro—Chinese.  
COMPANIA DE FILIPPINA, Amr. str., D. Migue Orti—Brandes & Co.

## VESSELS ON THE BERTH

THE OSAKA SHOSHEN KAISHA,  
LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship  
"AKASHI MARU,"  
Captain K. Sasaki, will be despatched for the above ports on WEDNESDAY, the 17th April, at DAYLIGHT.  
For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.  
Hongkong, 3rd April, 1901. [18]

THE RUSSIAN EAST ASIATIC  
COMPANY, LIMITED.

FOR MARSEILLES, HAVRE, COPENHAGEN & RALITG PORTS.

THE Company's Steamship  
"MANCHURIA,"  
Captain Schoening, will be despatched as above about the end of April, a.e.  
This Steamer is fitted throughout with electric light, carries a doctor, and having superior First Class Cabin accommodation amidst the bridge deck, offers an excellent opportunity for passengers proceeding to Marseilles.  
For Freight or Passage, apply to  
MELCHERS & CO.,  
Agents.  
Hongkong, 28th March, 1901. [885]

NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE Steamship

"BENLEI,"

FROM LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, whence and/or from the Wharves delivery may be obtained.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th instant, will be subject to rent.  
All claims against the Steamer must be presented to the Underwriter on or before the 20th inst., or they will not be recognized.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th instant, at 3 P.M.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 1st April, 1901. [919]

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZESS IRENE,"

OF THE NORDDEUTSCHER LLOYD.

The above named steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Limited, Kowloon, whence delivery may be obtained.  
Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th April will be subject to rent.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 9th April, and THURSDAY, the 11th April, at 9.30 A.M.  
All claims must reach us before the 15th April, or they will not be recognized.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by the undersigned.  
NORDDEUTSCHER LLOYD,  
MELCHERS & CO.,  
Agents.  
Hongkong, 3rd April, 1901. [9]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"PYRRHUS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 4th inst.  
Optional cargo will be landed unless notice has been given prior to steamer's arrival.  
Goods undelivered after the 9th inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 11th inst.  
No Fire Insurance has been effected.  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 2nd April, 1901. [15]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"ANTENOR"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 5th instant.  
Optional cargo will be landed unless notice has been given prior to steamer's arrival.  
Goods undelivered after the 9th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 12th inst.  
No Fire Insurance has been effected.  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 2nd April, 1901. [15]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"ANTENOR"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 5th instant.  
Optional cargo will be landed unless notice has been given prior to steamer's arrival.  
Goods undelivered after the 9th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 12th inst.  
No Fire Insurance has been effected.  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 2nd April, 1901. [15]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"ANTENOR"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 5th instant.  
Optional cargo will be landed unless notice has been given prior to steamer's arrival.  
Goods undelivered after the 9th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 12th inst.  
No Fire Insurance has been effected.  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 2nd April, 1901. [15]

NOT RESPONSIBLE FOR DEBTS.

WITH THIS Day Mr. E. JOCKERS

CEASED to be a CLERK at our Office, and we don't hold ourselves RESPONSIBLE for any DEBT incurred by him.

NORDDEUTSCHER LLOYD,  
Superintendent's Office,  
3, Queen's Building,  
Hongkong, 16th March, 1901. [780]

## EYE-SIGHT.

Mr. N. LAZARUS,

Oculist-Optician, of London and Calcutta, may be consulted for SPECTACLES at 18, Queen's Road Central (R. HOUGHTON & Co.)

(Nearly opposite the HONGKONG HOTEL).  
Business Hours: ... 9 a.m. to 5 p.m.

A Great proportion of cataracts and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eye—the many years of 'Eye Strain' ending in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight.

Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES only after testing the sight.  
ADVICE FREE. [77]

A ON & CO.

PHOTOGRAPHERS AND PORTRAIT PAINTERS.

All kinds of Oil Paintings and Photographic Enlargements.

39A, TOP FLOOR, QUEEN'S ROAD CENTRAL—Opposite to Chas. J. Gaupp & Co. Hongkong, 20th March, 1901. [797]

CARBOLINEUM-AVENARIUS

USED FOR OVER TWENTY YEARS.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot, and Dampness.

Sole Agents for China

LUTGENS, EINSTAMANN & CO.,

Hongkong, 31st August, 1897. [372]

MACHINERY and SUPPLIES.

Engines, Boilers, Pumps,

Wood Working and Iron Working Machinery.

Saw Mills and saw Mill Supplies,

Engines and Rice Mill Machinery.

Write for Catalogues and Prices of what you require.

PARKE & LACY CO., 21 and 23, Fremont Street, San Francisco, Cal., U.S.A. [732]

NOTICE.

TENDERS are hereby called for the

ERECTION OF BRICK SHOPS at

JESSELTON for the NORTH BORNEO

GOVERNMENT, particulars of which may be seen at the Office of

Messrs. GIBB, LIVINGSTON & CO.,

Agents.  
Hongkong, 14th February, 1901. [508]

B. J. REMEDIOS.

FOREIGN AND COLONIAL STAMP DEALER.

No. 37, CAINE ROAD, HONGKONG.

Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.

Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash.

AGENTS WANTED.

15 to 25 per cent. Discount Allowed. [302]

NOTICE.

TO AMATEUR PHOTOGRAPHERS.

MEE CHEUNG

BEGS to notify his many Customers that

in order to meet the demands of AMATEUR PHOTOGRAPHERS he will open a

NEW DEPARTMENT on 2nd April, 1901,

which will be devoted exclusively to their interests. Two skilled operators in constant attendance.

Developing and Printing in all Branches executed with care and promptness.

Enlarging from small negatives a speciality. Hand Cameras refilled.

All kinds of repairs to apparatus undertaken. Prices very Moderate.

OFFICE in Corridor of HONGKONG HOTEL, where there are 2 Dark Rooms always at the disposal of Patrons Free of Cost.

Hongkong, 1st April, 1901. [341]

TACK CHONG LOONG.

NAVY & MILITARY TAILOR.

DEAPER AND OUTFITTER.

CLOTHES made by hand; guaranteed

perfect fit. Hats, Shirts, Socks, Silk

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Hongkong, 18th October, 1900. [2582]

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THE HONGKONG ICE COMPANY, LIMITED

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WM. PARLANE,

Manager.

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JEWELRY, PEARLS, DIAMONDS,

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Behind Hongkong Dispensary.

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A NEW MAP OF HONGKONG, KOWLOON AND ADJACENT TERRITORIES

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Hongkong, 28th October, 1899. [82]

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From Hongkong to Wuchowfu,

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Hongkong, 1st April, 1897. [84]

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Hongkong, 27th July, 1897. [98]

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Hongkong, 25th July, 1900. [207]

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HOLLIDAY, WISE & CO.

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